

Chapter 5

Truck Ordinances

5.1 *Truck Routes*

NCGS Authority: [§20-116\(h\)](#), [§20-141\(i\)](#), [§136-18\(5\)](#), [§160A-77\(b, 5\)](#)
NCAC Authority: [19A:02B.0213](#)
TEPPL Reference: [T-37](#), [T-41](#), [T-46](#)
Ordinance Required: Yes
Ordinance Type: 12
Overlap Restriction: 12, 28, and 49
Typical Signs: R14-1
Other Signs: R20-5, R14-2

Guidance:

A commercial vehicle is defined as any vehicle with a commercial license plate.

Any route that is prohibited to “heavy trucks or other vehicles of a gross vehicle weight or axle load limit in excess of a designated maximum” shall have a designated truck route that is “approximately the same distance” as the weight prohibited route, and both routes shall be signed ([§20-116, h](#)).

The Department of Transportation may designate truck routes ([§20-141, i](#)), but there is no requirement for trucks to use these routes.

Municipalities can establish truck routes within their corporate limits ([§160A-77, b, 5](#)), however, any municipally established truck route on the State Highway System shall have approval (i.e. a concurring ordinance) by the Department of Transportation ([19A:02B.0213](#)).

Examples:

Between US 401 and US 64.

Between NC 41 (Main Street) and SR 1101 (Price Avenue).

Truck tractors with semitrailers longer than 33 feet between SR 2223 (Melvin Street) and NC 44 (Cove Boulevard).

Trucks with more than two axles between SR 4456 (Lincoln Street) and Washington Street.

Between US 401 and US 64, trucks with hazardous material only.

5.2 *Truck Information Station*

NCGS Authority: [§136-18\(5\)](#)
NCAC Authority: N/A
TEPPL Reference: N/A
Ordinance Required: Yes
Ordinance Type: 23
Overlap Restriction: None
Typical Signs: N/A
Other Signs: N/A

Guidance:

Truck information stations provide information to truck operators of upcoming road conditions and any applicable speed limits or lane restrictions. Truck operators are required to stop and review this information before proceeding for the safety of all road users.

The definition of trucks does not include pickup trucks or vans.

Examples:

All eastbound trucks over 10,000 pounds, excluding pickup trucks and vans, shall enter the truck information station at the top of Old Fort Mountain to be advised of steep grade conditions, truck speed limits, lane restrictions, and any other posted information before descending the mountain.

5.3 *Truck Prohibited Route*

NCGS Authority:	§20-115.1(b) , §20-116(h) , §20-121 , §136-18(5)
NCAC Authority:	N/A
TEPPL Reference:	T-40
Ordinance Required:	Yes
Ordinance Type:	28
Overlap Restriction:	12, 28, 40, 41, 42, 43, 44, 45, 46, 49, and 50
Typical Signs:	R5-2
Other Signs:	R5-2a, R5-4, R5-5, R12-1, R12-2, R12-3, R12-4, R12-5, R14-3, 14-5

Guidance:

See Section 5.12 for “No Through Truck” restrictions.

The Department of Transportation “may, at any time, prohibit motor vehicle combinations on portions of any route on the State highway system” ([§20-115.1, b](#)).

Municipalities do not have statutory authority to prohibit trucks on portions of any route on the State highway system.

A trailer is fully supported by its own axles and wheels. A semitrailer is partially supported by a power unit (tractor) and its own axles and wheels.

Long combination vehicles are generally defined as single unit trucks (2 or more axles) with trailers, buses with trailers, recreational vehicles (RVs) with trailers, truck tractor semitrailers (TTST), and truck tractor double trailers (TTDT – semitrailer and trailer).

A commercial vehicle is defined as any vehicle with a commercial license plate.

The definition of trucks does not include pickup trucks or vans.

Trailer/semitrailer lengths may be specified if an engineering investigation or engineering judgment determines some trailer/semitrailer lengths may operate safely on the road but others may not (typical trailer/semitrailer lengths are 28, 28.5, 33, 42.5, 48, and 53 feet).

Any route that is prohibited to “heavy trucks or other vehicles of a gross vehicle weight or axle load limit in excess of a designated maximum” shall have a designated truck route that is “approximately the same distance” as the weight prohibited route, and both routes shall be signed ([§20-116, h](#)). However, any route that has a vehicle or weight restriction to avoid damage by “deterioration, rain, snow or other climatic conditions” for a period “not to exceed 90 days in any one calendar year” does not need an adjoining truck route but shall be posted at each end of the route ([§20-121](#)).

Any route that is prohibited to trucks by any dimension other than weight does not need an associated truck route.

All truck prohibitions shall be based on safety and capacity reasons ([§20-115.1, b](#)), and truck prohibition ordinances shall have a completed truck restriction request form explaining the safety and capacity issues requiring the truck prohibition.

Examples:

No commercial multi-unit vehicles between SR 1211 (Paxton Road) and SR 1340 (Mason Road).

No long combination vehicles between NC 54 and SR 3020 (Robert McKenna Road).

No truck tractors with semitrailers between NC 41 and SR 4430 (Jefferson Road).

No truck tractors with semitrailers longer than 33 feet between SR 1511 (Shalom Church Road) and SR 1523 (Audrey Smith Road).

No commercial vehicles between NC 54 and SR 3020 (Robert McKenna Road).

No trucks between US 64 and NC 55.

No trucks with hazardous material between NC 41 and SR 4430 (Jefferson Road).

No trucks with three or more axles between US 158 Business and SR 1301 (Columbia Road).

No trucks with semitrailers and a gross vehicle weight of greater than 26,000 pounds between US 70 and SR 1553 (Tree Farm Road).

5.4 STAA Reasonable Access (all)

NCGS Authority: [§20-115.1\(f\)](#)
NCAC Authority: [19A:02E.0426](#)
TEPPL Reference: [T-52](#)
Ordinance Required: Yes
Ordinance Type: 40
Overlap Restriction: 28, 41, 42, 43, 44, 45, and 46
Typical Signs: N/A
Other Signs: N/A

Guidance:

These ordinances are required for tracking purposes only and will be maintained by central office staff. See Section 5.13 for reasonable access application examples.

Reasonable access may be provided to STAA-dimensioned vehicles beyond the three mile limit ([§20-115.1, f](#), and [19A:02E.0426](#)).

Reasonable access routes follow pavement and not route numbers. Therefore, when a road number is moved, reasonable access routes remain on the existing pavement.

When entering ordinances into TEAAS, add the requesting company name (i.e. “LilGrandfatherMountainChr”) to the “Construction Project Number” field (25-digit maximum), and add the 6-digit adjusted application number (i.e. “2062-2” as 206202, “1811” as 181100, “1922-12” as 192212, etc.) to the “Ordinance Old Number” field. These additions will facilitate searches.

Examples:

Between SR 1101 (Raeford Road) and SR 4343 (Carol Road). Application 2055-12.

Reasonable Access between SR 1161 (New Church Road) and the David Sides Tree Farms loading area (located at 123 Sides Drive, approximately 0.61 miles east of SR 1161). Application 2062-1.

5.5 *STAA Reasonable Access (53' only)*

NCGS Authority: [§20-115.1\(f\)](#)
NCAC Authority: [19A:02E.0426](#)
TEPPL Reference: [T-52](#)
Ordinance Required: Yes
Ordinance Type: 41
Overlap Restriction: 28, 40, 42, 43, 44, and 45
Typical Signs: N/A
Other Signs: N/A

Guidance:

These ordinances are required for tracking purposes only and will be maintained by central office staff. See Section 5.13 for reasonable access application examples.

Reasonable access may be provided to STAA-dimensioned vehicles beyond the three mile limit ([§20-115.1, f](#), and [19A:02E.0426](#)).

Reasonable access may be provided to one particular type of STAA-dimensioned vehicle when “significant, substantial differences” in “operating characteristics exist” ([§20-115.1, f](#)).

Reasonable access routes follow pavement and not route numbers. Therefore, when a road number is moved, reasonable access routes remain on the existing pavement.

When entering ordinances into TEAAS, add the requesting company name (i.e. “LilGrandfatherMountainChr”) to the “Construction Project Number” field (25-digit maximum), and add the 6-digit adjusted application number (i.e. “2062-2” as 206202, “1811” as 181100, “1922-12” as 192212, etc.) to the “Ordinance Old Number” field. These additions will facilitate searches.

Examples:

Between SR 1101 (Raeford Road) and SR 4343 (Carol Road). Application 2055-12.

Reasonable Access between SR 1161 (New Church Road) and the David Sides Tree Farms loading area (located at 123 Sides Drive, approximately 0.61 miles east of SR 1161). Application 2062-1.

5.6 STAA Reasonable Access (*twins only*)

NCGS Authority: [§20-115.1\(f\)](#)
NCAC Authority: [19A:02E.0426](#)
TEPPL Reference: [T-52](#)
Ordinance Required: Yes
Ordinance Type: 42
Overlap Restriction: 28, 40, 41, 43, 44, and 46
Typical Signs: N/A
Other Signs: N/A

Guidance:

These ordinances are required for tracking purposes only and will be maintained by central office staff. See Section 5.13 for reasonable access application examples.

Reasonable access may be provided to STAA-dimensional vehicles beyond the three mile limit ([§20-115.1, f](#), and [19A:02E.0426](#)).

Reasonable access may be provided to one particular type of STAA-dimensional vehicle when “significant, substantial differences” in “operating characteristics exist” ([§20-115.1, f](#)).

Reasonable access routes follow pavement and not route numbers. Therefore, when a road number is moved, reasonable access routes remain on the existing pavement.

When entering ordinances into TEAAS, add the requesting company name (i.e. “LilGrandfatherMountainChr”) to the “Construction Project Number” field (25-digit maximum), and add the 6-digit adjusted application number (i.e. “2062-2” as 206202, “1811” as 181100, “1922-12” as 192212, etc.) to the “Ordinance Old Number” field. These additions will facilitate searches.

Examples:

Between SR 1101 (Raeford Road) and SR 4343 (Carol Road). Application 2055-12.

Reasonable Access between SR 1161 (New Church Road) and the David Sides Tree Farms loading area (located at 123 Sides Drive, approximately 0.61 miles east of SR 1161). Application 2062-1.

5.7 ***STAA National Truck Network***

NCGS Authority:	§20-115.1(a, b, g)
NCAC Authority:	N/A
TEPPL Reference:	T-52
Ordinance Required:	Yes
Ordinance Type:	43
Overlap Restriction:	28, 40, 41, 42, 44, 45, 46, and 49
Typical Signs:	N/A
Other Signs:	R14-4

Guidance:

These ordinances are required for tracking purposes only and will be maintained by central office staff.

Interstate routes are automatically part of the National Truck Network.

Designated routes may be elevated to the National Truck Network ([§20-115.1, g](#)).

National Truck Network routes follow route numbers and not pavement. Therefore, when a road number is moved, the National Truck Network route follows the new road.

Examples:

National Network between US 1 and US 64.

[Note – Use this verbiage if the road segment is a network route that does not coincide with another network route or if the road segment is a high order network route that coincides with one or more lower order network routes.]

Network, concurrent with US 17 between US 1 and US 64.

[Note – Use this verbiage if the road segment is a network route but coincides with a higher order network route.]

Non-Network, concurrent with I 40 between US 1 and US 64.

[Note – Use this verbiage if the road segment is not a network route but coincides with one or more network routes.]

5.8 ***STAA Designated Route (all)***

NCGS Authority: [§20-115.1\(g\)](#)
NCAC Authority: N/A
TEPPL Reference: [T-52](#)
Ordinance Required: Yes
Ordinance Type: 44
Overlap Restriction: 28, 40, 41, 42, 43, 45, 46, and 49
Typical Signs: N/A
Other Signs: N/A

Guidance:

These ordinances are required for tracking purposes only and will be maintained by central office staff.

Interstate routes are automatically designated for use by all STAA-dimensioned vehicles.

Non-interstate routes may be designated for use by all STAA-dimensioned vehicles ([§20-115.1, g](#)).

Designated routes follow route numbers and not pavement. Therefore, when a road number is moved, the designated route follows the new road.

Examples:

Designated Route between US 1 and US 64.

[Note – Use this verbiage if the road segment is a designated route that does not coincide with another designated route or if the road segment is a high order designated route that coincides with one or more lower order designated routes.]

Designated, concurrent with US 17 between US 1 and US 64.

[Note – Use this verbiage if the road segment is a designated route but coincides with a higher order designated route.]

Non-Designated, concurrent with US 421 between I 85 and I 85 Business.

[Note – Use this verbiage if the road segment is not a designated route but coincides with one or more designated routes.]

5.9 STAA Designated Route (53' only)

NCGS Authority:	§20-115.1(g)
NCAC Authority:	N/A
TEPPL Reference:	T-52
Ordinance Required:	Yes
Ordinance Type:	45
Overlap Restriction:	28, 40, 41, 43, 44, 46, and 49
Typical Signs:	N/A
Other Signs:	N/A

Guidance:

These ordinances are required for tracking purposes only and will be maintained by central office staff.

Interstate routes are automatically designated for use by all STAA-dimensioned vehicles.

Non-primary routes may be designated for use by trucks with 53' trailers ([§20-115.1, g](#)).

Designation may be provided to one particular type of STAA-dimensioned vehicle when “significant, substantial differences” in “operating characteristics exist” ([§20-115.1, g](#)).

Designated routes follow route numbers and not pavement. Therefore, when a road number is moved, the designated route follows the new road.

Examples:

Designated Route between US 1 and US 64.

[Note – Use this verbiage if the road segment is a designated route that does not coincide with another designated route or if the road segment is a high order designated route that coincides with one or more lower order designated routes.]

Designated, concurrent with US 17 between US 1 and US 64.

[Note – Use this verbiage if the road segment is a designated route but coincides with a higher order designated route.]

Non-Designated, concurrent with US 421 between I 85 and I 85 Business.

[Note – Use this verbiage if the road segment is not a designated route but coincides with one or more designated routes.]

5.10 STAA Designated Route (twins only)

NCGS Authority:	§20-115.1(g)
NCAC Authority:	N/A
TEPPL Reference:	T-52
Ordinance Required:	Yes
Ordinance Type:	46
Overlap Restriction:	28, 40, 42, 43, 44, 45, and 49
Typical Signs:	N/A
Other Signs:	N/A

Guidance:

These ordinances are required for tracking purposes only and will be maintained by central office staff.

Interstate routes are automatically designated for use by all STAA-dimensioned vehicles.

Non-interstate routes may be designated for use by trucks with twin trailers ([§20-115.1, g](#)).

Designation may be provided to one particular type of STAA-dimensioned vehicle when “significant, substantial differences” in “operating characteristics exist” ([§20-115.1, g](#)).

Designated routes follow route numbers and not pavement. Therefore, when a road number is moved, the designated route follows the new road.

Examples:

Designated Route between US 1 and US 64.

[Note – Use this verbiage if the road segment is a designated route that does not coincide with another designated route or if the road segment is a high order designated route that coincides with one or more lower order designated routes.]

Designated, concurrent with US 17 between US 1 and US 64.

[Note – Use this verbiage if the road segment is a designated route but coincides with a higher order designated route.]

Non-Designated, concurrent with US 421 between I 85 and I 85 Business.

[Note – Use this verbiage if the road segment is not a designated route but coincides with one or more designated routes.]

5.11 *Truck Lane Restriction*

NCGS Authority: [§20-115.1\(b\)](#), [§136-18\(5\)](#)
NCAC Authority: N/A
TEPPL Reference: [T-39](#)
Ordinance Required: Yes
Ordinance Type: 50
Overlap Restriction: 28, 49, and 50
Typical Signs: SP 04164
Other Signs: R4-5, R4-6

Guidance:

The Department of Transportation “may, at any time, prohibit motor vehicle combinations on portions of any route on the State highway system” ([§20-115.1, b](#)).

Long combination vehicles are generally defined as single unit trucks (2 or more axles) with trailers, buses with trailers, recreational vehicles (RVs) with trailers, truck tractor semitrailers (TTST), and truck tractor double trailers (TTDT).

A commercial vehicle is defined as any vehicle with a commercial license plate.

The definition of trucks does not include pickup trucks or vans.

Examples:

No commercial multi-unit vehicles in left lane between US 70 (Hunt Street) and SR 1111 (Broker Boulevard).

No truck tractors with trailers in left two lanes between US 1 (Capital Boulevard) and NC 55 (Apex Highway).

No commercial vehicles in left three lanes between I 77 and Pike Avenue.

All eastbound trucks over 10,000 pounds, excluding pickup trucks and vans, shall use the right lane between the truck information station and SR 1505 (Joe Miller Road), except when passing slower moving vehicles.

5.12 No Through Trucks

NCGS Authority: [§20-115.1\(b\)](#), [§20-116\(h\)](#), [§20-121](#), [§136-18\(5\)](#)
NCAC Authority: N/A
TEPPL Reference: [T-40](#)
Ordinance Required: Yes
Ordinance Type: 49
Overlap Restriction: 12, 28, 43, 44, 45, 46, 49, and 50
Typical Signs: R5-2b
Other Signs: 92274SP, 94441SP, 98386SP

Guidance:

The Department of Transportation “may, at any time, prohibit motor vehicle combinations on portions of any route on the State highway system” ([§20-115.1, b](#)).

Municipalities do not have statutory authority to prohibit trucks on portions of any route on the State highway system.

A trailer is fully supported by its own axles and wheels. A semitrailer is partially supported by a power unit (tractor) and its own axles and wheels.

Long combination vehicles are generally defined as single unit trucks (2 or more axles) with trailers, buses with trailers, recreational vehicles (RVs) with trailers, truck tractor semitrailers (TTST), and truck tractor double trailers (TTDT – semitrailer and trailer).

A commercial vehicle is defined as any vehicle with a commercial license plate.

The definition of trucks does not include pickup trucks or vans.

Trailer/semitrailer lengths may be specified if an engineering investigation or engineering judgment determines some trailer/semitrailer lengths may operate safely on the road but others may not (typical trailer/semitrailer lengths are 28, 28.5, 33, 42.5, 48, and 53 feet).

A “no through trucks” prohibition is defined as allowing only trucks with legitimate commerce related business (this does not include gas, food, or lodging) to travel on the road to and from their destination to conduct this business. This restriction may be applied to trucks with a specific dimension (width, length, number of axles, weight, etc.). Any other truck (or any truck meeting or exceeding the dimensions specified in the ordinance) using any part of the route and does not have legitimate commerce related business on the route is considered a “through” truck.

Any route that restricts through trucks “of a gross vehicle weight or axle load limit in excess of a designated maximum” shall have a designated truck route that is “approximately the same distance” as the weight restricted through route, and both routes shall be signed ([§20-116, h](#)). However, any route that has a through vehicle or weight restriction to avoid damage by “deterioration, rain, snow or other climatic conditions” for a period “not to exceed 90 days in any one calendar year” does not need an adjoining truck route but shall be posted at each end of the route ([§20-121](#)).

Any route that restricts through trucks by any dimension other than weight does not need an associated truck route.

All through truck restrictions shall be based on safety and capacity reasons ([§20-115.1, b](#)), and through truck restriction ordinances shall have a completed truck restriction request form explaining the safety and capacity issues requiring the truck restriction.

Examples:

No through commercial multi-unit vehicles between SR 1211 (Paxton Road) and SR 1340 (Mason Road).

No through long combination vehicles between NC 54 and SR 3020 (Robert McKenna Road).

No through truck tractors with semitrailers between NC 41 and SR 4430 (Jefferson Road).

No through truck tractors with semitrailers longer than 33 feet between SR 1511 (Shalom Church Road) and SR 1523 (Audrey Smith Road).

No through commercial vehicles between NC 54 and SR 3020 (Robert McKenna Road).

No through trucks between US 64 and NC 55.

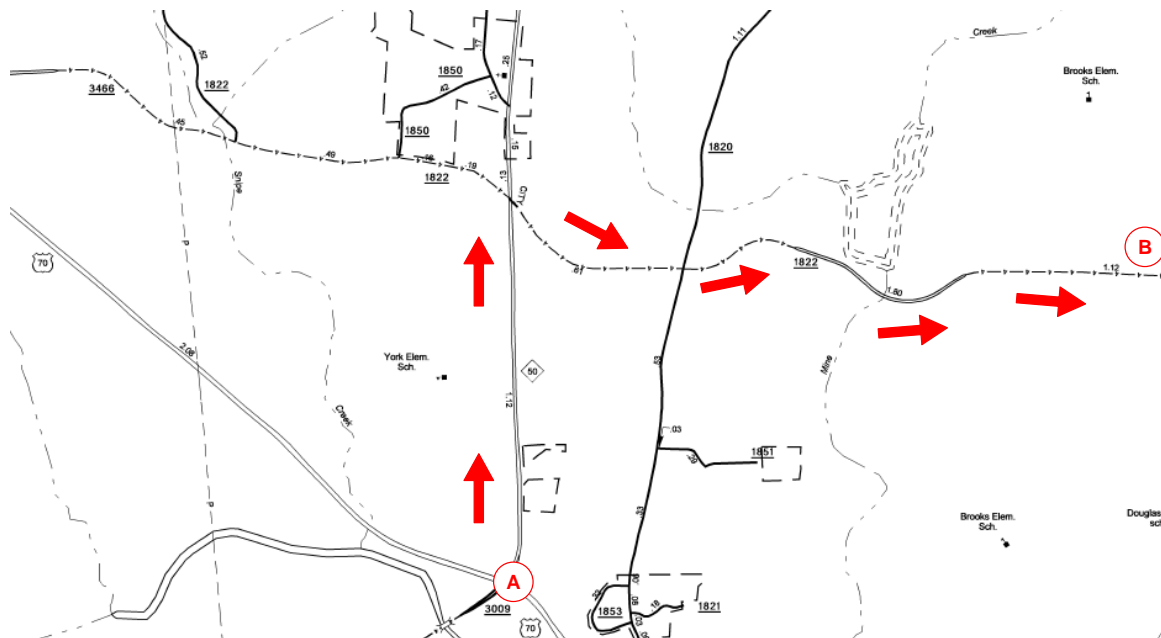
No through trucks with hazardous material between NC 41 and SR 4430 (Jefferson Road).

No through trucks with three or more axles between US 158 Business and SR 1301 (Columbia Road).

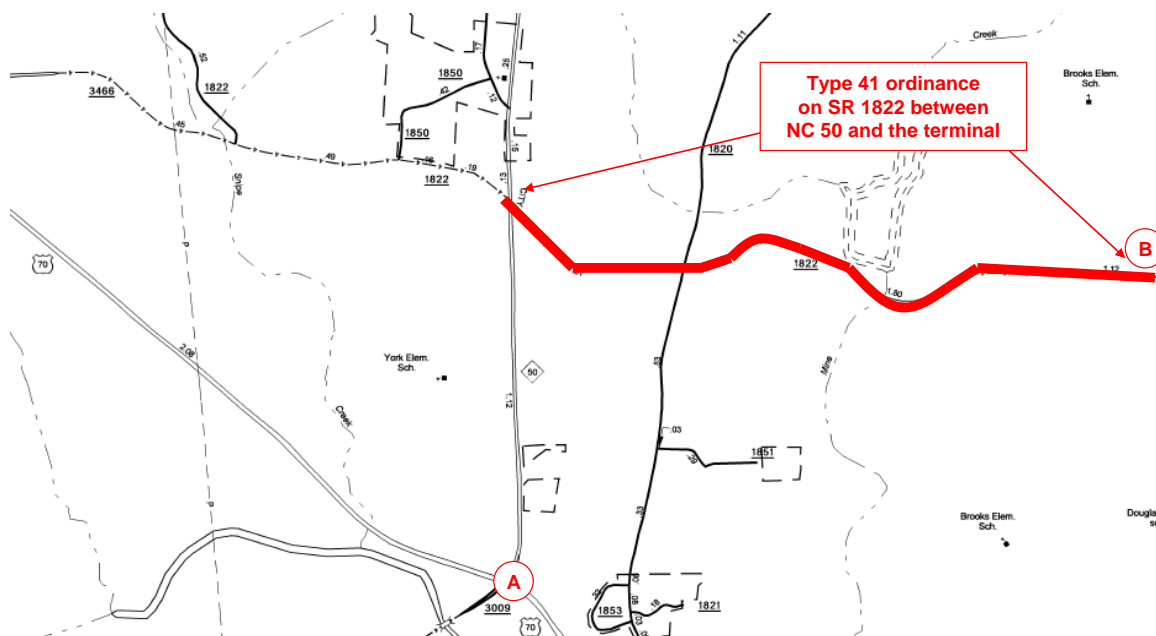
No through trucks with semitrailers and a gross vehicle weight of greater than 26,000 pounds between US 70 and SR 1553 (Tree Farm Road).

5.13 Reasonable Access Application Examples

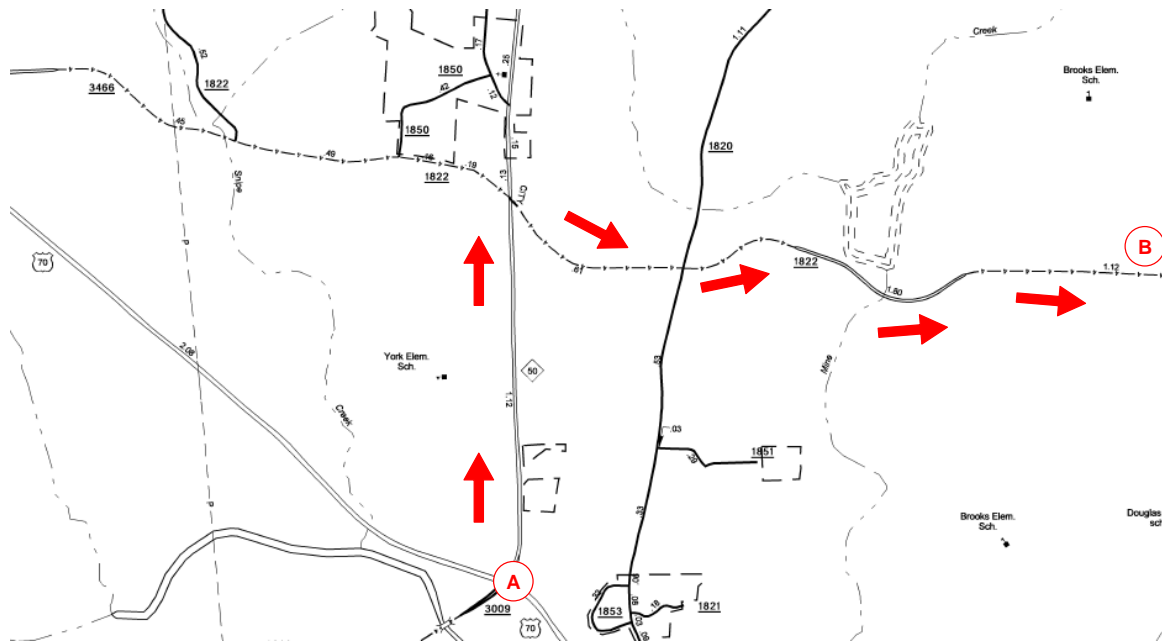
Example A: Reasonable access is requested for trucks with 53-foot semitrailers between the intersection of US 70 with NC 50 (point “A”) and the terminal (point “B”).



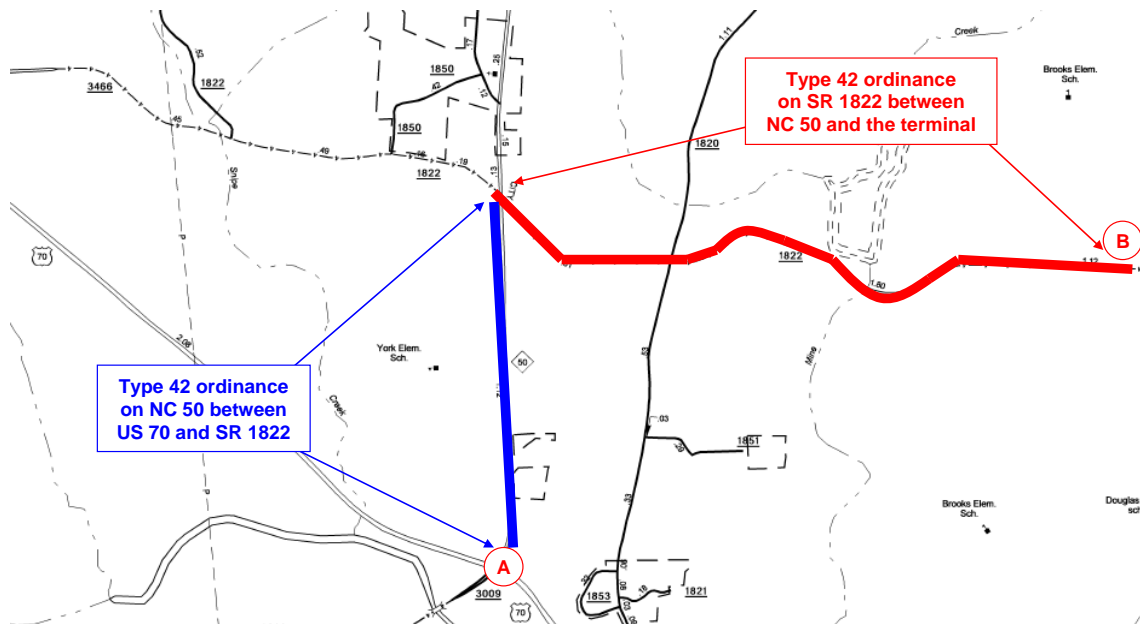
Since US 70 is a National Network route, and NC 50 is a primary route, no reasonable access is required along these routes. Since the terminal (point “B”) is further than three road miles from NC 50, reasonable access would be necessary along SR 1822. Therefore, a “STAA Reasonable Access (53’ only)” ordinance (type 41) would need to be written for SR 1822 (between NC 50 and the terminal).



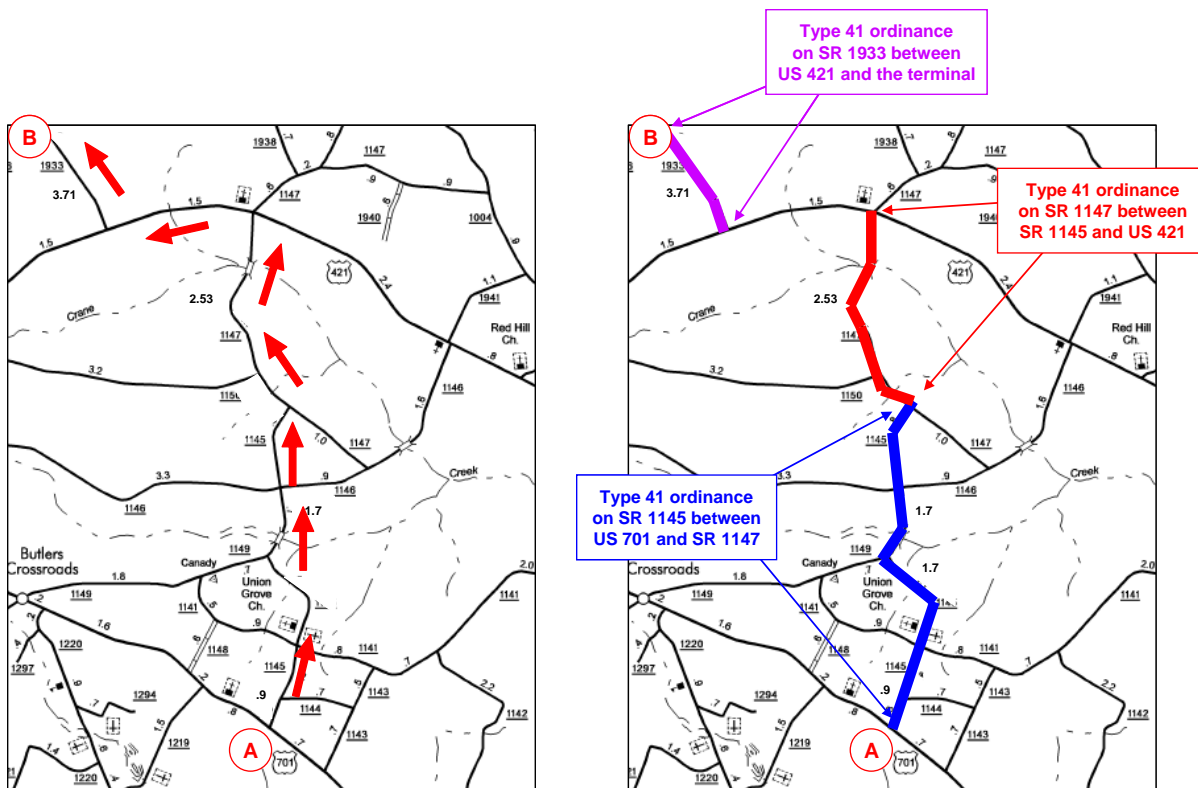
Example B: Reasonable access is requested for trucks with twin trailers (semitrailer and trailer) between the intersection of US 70 with NC 50 (point “A”) and the terminal (point “B”).



Since US 70 is a National Network route, no reasonable access is required along this route. NC 50 is a primary route available to trucks with 53-foot semitrailers, but not twins. Since the terminal (point “B”) is further than three road miles from US 70, reasonable access would be necessary along both NC 50 and SR 1822. Therefore, “STAA Reasonable Access (twins only)” ordinances (type 42) would need to be written for both NC 50 (between US 70 and SR 1822) and SR 1822 (between NC 50 and the terminal).



Example C: Reasonable access is requested for trucks with 53-foot semitrailers along SR 1145, SR 1147, US 421, and SR 1933 between the intersection of SR 1145 and US 701 (point “A”) and the terminal (point “B”). Since US 421 is a primary, no reasonable access on this route is necessary. However, the distance between US 701 and US 421 is greater than six road miles and the distance between US 421 and the terminal is greater than three road miles. Therefore, “STAA Reasonable Access (53’ only)” ordinances (type 41) would need to be written for SR 1145 (between US 701 and SR 1147), SR 1147 (between SR 1145 and US 421), and SR 1933 (between US 421 and the terminal).



5.14 Temporary Truck Restriction

NCGS Authority:	§20-115.1(b) , §20-116(h) , §20-121 , §136-18(5)
NCAC Authority:	N/A
TEPPL Reference:	N/A
Ordinance Required:	Yes
Ordinance Type:	48
Overlap Restriction:	48
Typical Signs:	R5-2
Other Signs:	R5-2a, R5-4, R5-5, R12-1, R12-2, R12-3, R12-4, R12-5, R14-3, 14-5

Guidance:

Reasonable restrictions on the use of interstate routes on the National Network are limited to specific travel lanes of multi-lane facilities, construction zones, adverse weather conditions, or structural or clearance deficiencies ([23 CFR 658.11, d, 4](#)).

Reasonable restrictions on the use of non-interstate Federal-Aid Primary (FAP) routes on the National Network are limited to peak hours of travel, specific travel lanes of multi-lane facilities, construction zones, seasonal operation, adverse weather conditions, or structural or clearance deficiencies ([23 CFR 658.11, g, 1](#)).

Reasonable restrictions on the National Network shall be submitted in writing to the appropriate FHWA Division Office with justification of significant negative impact on safety, the environment, and/or operational efficiency ([23 CFR 658.11, g, 2](#)).

See Section 5.12 for “No Through Truck” restrictions.

The Department of Transportation “may, at any time, prohibit motor vehicle combinations on portions of any route on the State highway system” ([§20-115.1, b](#)).

The Department of Transportation “may prohibit the operation of vehicles upon or impose restrictions as to the weight thereof, for a total period not to exceed 90 days in any one calendar year... whenever any said highway by reason of deterioration, rain, snow or other climatic conditions will be damaged unless the use of vehicles thereon is prohibited or the permissible weights thereof reduced” ([§20-121](#)). Signs shall be erected “designating the provisions of the ordinance at each end of that portion of any highway to which the ordinance is applicable, and the ordinance shall not be effective until or unless such signs are erected and maintained” ([§20-121](#)).

Municipalities do not have statutory authority to prohibit trucks on portions of any route on the State highway system.

A trailer is fully supported by its own axles and wheels. A semitrailer is partially supported by a power unit (tractor) and its own axles and wheels.

Long combination vehicles are generally defined as single unit trucks (2 or more axles) with trailers, buses with trailers, recreational vehicles (RVs) with trailers, truck tractor semitrailers (TTST), and truck tractor double trailers (TTDT – semitrailer and trailer).

A commercial vehicle is defined as any vehicle with a commercial license plate.

The definition of trucks does not include pickup trucks or vans.

Trailer/semitrailer lengths may be specified if an engineering investigation or engineering judgment determines some trailer/semitrailer lengths may operate safely on the road but others may not (typical trailer/semitrailer lengths are 28, 28.5, 33, 42.5, 48, and 53 feet).

Any route that is prohibited to “heavy trucks or other vehicles of a gross vehicle weight or axle load limit in excess of a designated maximum” shall have a designated truck route that is “approximately the same distance” as the weight prohibited route, and both routes shall be signed ([§20-116, h](#)). However, any route that has a vehicle or weight restriction to avoid damage by “deterioration, rain, snow or other climatic conditions” for a period “not to exceed 90 days in any one calendar year” does not need an adjoining truck route but shall be posted at each end of the route ([§20-121](#)).

Any route that is prohibited to trucks by any dimension other than weight does not need an associated truck route.

All truck prohibitions shall be based on safety and capacity reasons ([§20-115.1, b](#)), and truck prohibition ordinances shall have a completed truck restriction request form explaining the safety and capacity issues requiring the truck prohibition.

Examples:

No commercial multi-unit vehicles between SR 1211 (Paxton Road) and SR 1340 (Mason Road).

No long combination vehicles between NC 54 and SR 3020 (Robert McKenna Road).

No truck tractors with semitrailers between NC 41 and SR 4430 (Jefferson Road).

No truck tractors with semitrailers longer than 33 feet between SR 1511 (Shalom Church Road) and SR 1523 (Audrey Smith Road).

No commercial vehicles between NC 54 and SR 3020 (Robert McKenna Road).

No trucks between US 64 and NC 55.

No trucks with hazardous material between NC 41 and SR 4430 (Jefferson Road).

No trucks with three or more axles between US 158 Business and SR 1301 (Columbia Road).

No trucks with semitrailers and a gross vehicle weight of greater than 26,000 pounds between US 70 and SR 1553 (Tree Farm Road).